

GSA CONVERSION

CNO message 161615Z Sep 97 announced that the Chief of Naval Operations (N4) conducted an analysis to determine the most benefit and maximum savings on a Navy-wide basis for motor vehicle transportation support. The results of this analysis determined that a cost savings for the Navy could be realized by converting all non-Navy Working Capital Fund (NWCF) alpha codes A-N and equipment code (EC) 0722 CESE to GSA's Interagency Fleet Management System (IFMS). An Interservice Support Agreement (ISSA) was formalized between the Navy and GSA on 17 Nov 98. CNO message 242350Z Nov 98 provided initial guidance for the conversion process to begin.

The process by which an activity is converted to GSA vehicle support includes conducting a Zero Base Review. The purpose of the review is to ensure that the vehicles being rented are meeting sufficient utilization to justify the costs and that they are the correct configuration to accomplish the assigned mission. Inventory objectives determined during the zero base review are what GSA will use as the authorization for an activity. Additional vehicles will have to be approved by the TEMC.

The conversion process also includes a joint inspection of each vehicle being converted. Representatives from the activity, the TEMC, and the GSA FMC will conduct this inspection. After the joint inspection, GSA plates will be placed on the vehicles and a rental charge will begin. GSA requires the year of manufacture, make, model, VIN, GVWR, and acquisition cost.

GSA expects the vehicles to be in a safe operating condition at the time of turnover. If a state has an annual inspection they would expect the vehicle to meet those requirements. On newer vehicles they will likely ask that body damage be repaired.

Backlogged maintenance will be performed and the costs "billed back" to the activity. GSA will also be reimbursed for "maintenance problems developing within 90 days after conversion on units that could not be thoroughly inspected at the time of conversion, vehicles that had problems requiring disassembly during inspection, and any major drive-train repairs."

The GSA rental and mileage costs includes fuel, maintenance, and vehicle acquisition. GSA will replace 20% of their vehicles per year over a five year period.

Alternative fuel vehicles (AFV) are the customer's responsibility. GSA is not mandated to meet the requirements of the executive order. The customer must request AFV's. GSA will recoup the incremental cost between a non-AFV and an AFV in the first 12 months of rental.

GSA will not be taking over commercially leased vehicles at the time of conversion. GSA will program these assets for replacement in the outyears and continued leasing will be required until that time.

COMMUNICATION – THE KEY TO A SMOOTH CONVERSION